

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,318 tons Captain W. A. Valentine.
 " " "FATSHAN," 2,260 " " R. D. Thomas.
 " " "KINSHAN," 1,995 " " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
 Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,365 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
 " " "NANNING," 569 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th January, 1907.

JAVA-CHINA-JAPAN LINE
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAVA	First half January	JAPAN	First half January
TJIBODAS...	JAVA	Second half January	JAPAN	Second half January
TJIPANAS...	JAPAN	Second half January	JAVA PORTS	Second half January
TJIMAH...	JAVA	First half February	JAPAN	First half February
TJILIWONG...	JAPAN	Second half February	JAPAN	Second half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
 JAVA-CHINA-JAPAN LINE.

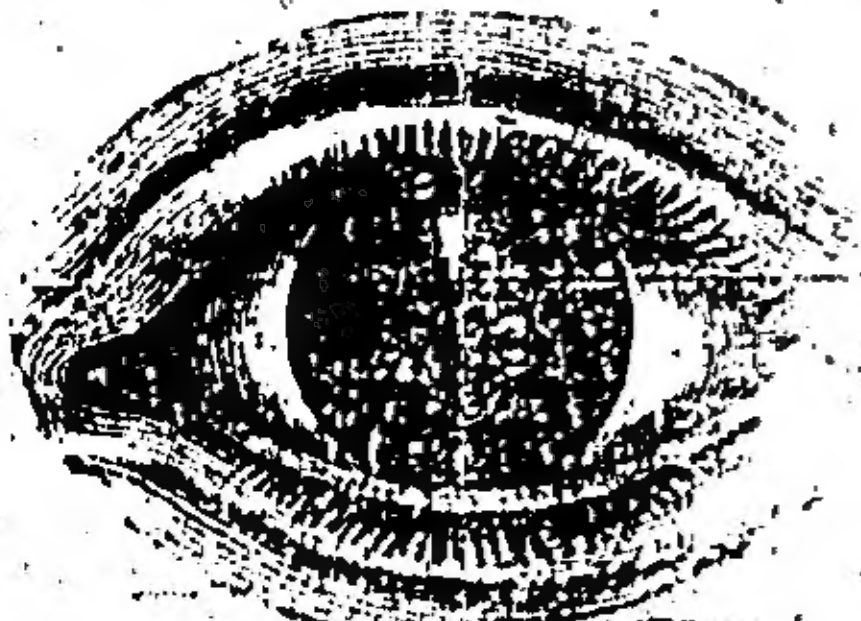
Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 2nd January, 1907.

WEST RIVER BRITISH STEAMSHIP CO.
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, FEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, 57, DEAN STREET, BEDFORD ROW, W.C.
 HONGKONG, 27th November, 1905.

Dentistry.

Dr. M. H. O'HAN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY, 57, DEAN STREET, BEDFORD ROW, W.C.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905.

TWIN TING.

LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.
 Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STREAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ RITEL FRIEDRICH	WEDNESDAY, 8th May.
BAYERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

ON WEDNESDAY, the 16th day of January, 1907, at Noon, the Steamship SEYDLITZ, Captain C. Dewar, with MAILS, PASSENGERS, SPACIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 14th January, Cargo and Specials will be received on Board until 5 P.M., on TUESDAY, the 15th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 15th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Luggage can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0	£42. 0. 0	£21. 0. 0
Return	91. 0. 0	63. 0. 0	32. 0. 0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0	44. 0. 0	24. 0. 0
Return	97. 0. 0	66. 0. 0	36. 0. 0
TO NEW YORK VIA SUERZ:			
Via NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0	44. 0. 0	26. 0. 0
Return	115. 0. 0	79. 0. 0	47. 0. 0
Via BREMEN OR SOUTHAMPTON	68. 0. 0	46. 0. 0	27. 0. 0
Return	123. 0. 0	83. 0. 0	49. 0. 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPEL, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration),

STREAMERS.	TONS.	SAILING DATES.
MANILA	1,790	FRIDAY, 1st February.
PRINZ WALDEMAR	3,227	THURSDAY, 28th February.
PRINZ SIGISMUND	3,303	THURSDAY, 28th March.

ON FRIDAY, the 1st day of February, 1907, at Noon, the Steamship MANILA, Captain Minssen, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$30.00	\$20.00	\$10.00	Return \$70.00	\$40.00
TO KOBE	\$35.00	\$25.00	\$15.00	Return \$75.00	\$45.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STREAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GNEISENAU	WEDNESDAY, 16th Jan.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 30th Jan.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. J. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA FLYMOUTH OR SOUTHAMPTON	£68. 0. 0
TO BREMEN	65. 10. 0
TO PARIS VIA CHERBOURG	65. 0. 0
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 7th January 1907.

MELCHERS & CO.,
 AGENTS.

Facilities.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt

Liebers, Scotts, A. I. and Watkins.

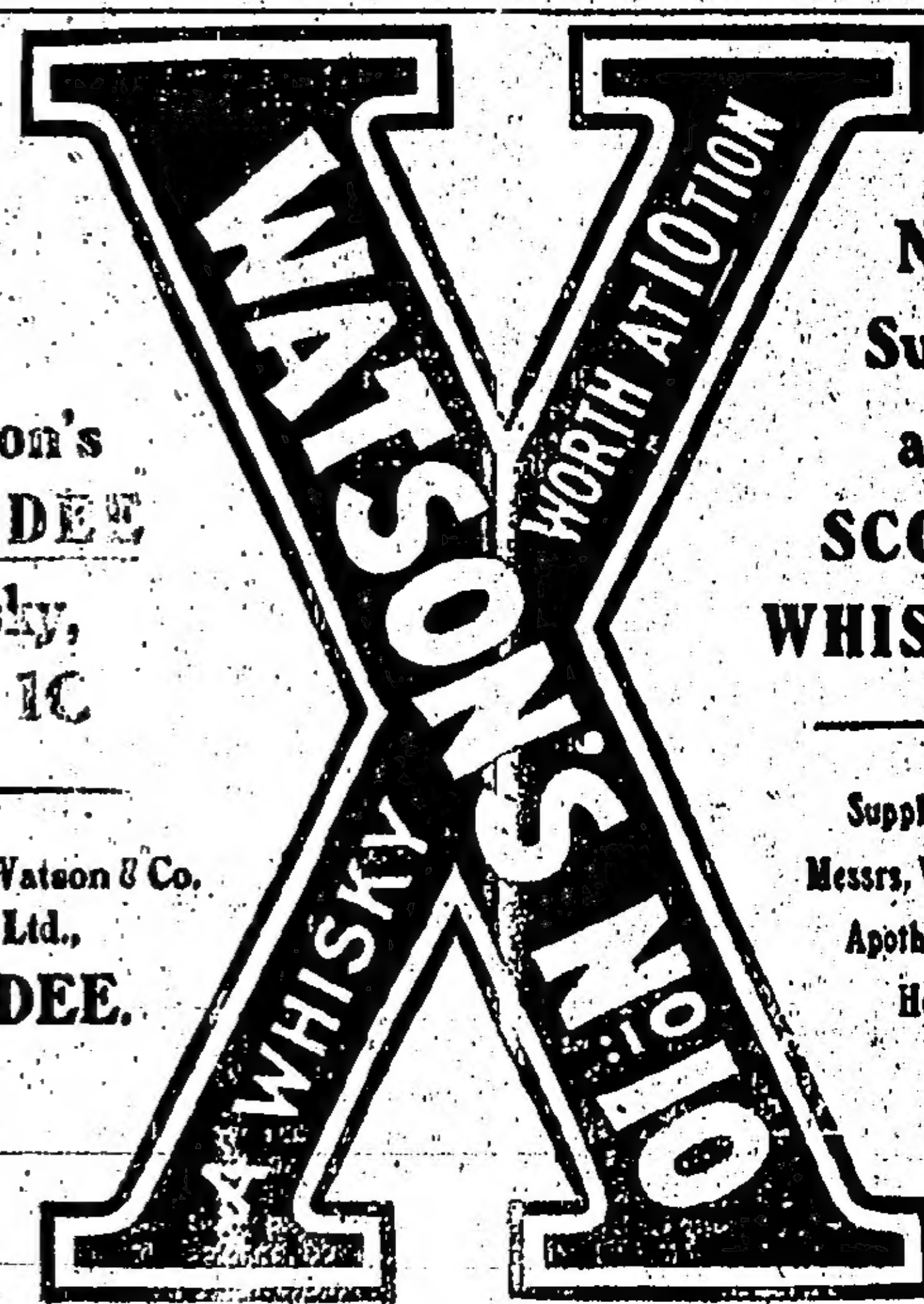
Yokohama, May 23rd, 1905.

ASK
 for
 Watson's
 DUNDEE
 Whisky,
 No. 10

James Watson & Co.
 Ltd.,
 DUNDEE.

No. 10.
 Supreme
 among
 SCOTCH
 WHISKIES.

Supplied by
 Messrs. Watkins, Ltd.,
 Apothecaries' Hall,
 Hong Kong.



D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmonious, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1905.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAHTIENS GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES,
 &c., &c., &c.

Sole Agents for
 FERGUSON'S SPECIAL CREAM
 and
 P. & O. SPECIAL LIQUOR SCOTCH
 WHISKY, &c.

EVERY KIND OF
 SHIPS STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
 REASONABLE PRICES.

Hongkong, 7th March, 1905.

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR, 35, 37, 39, 41, 43.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
 ON HAND.

PRICE VERY MODERATE.
 Hongkong, 16th September, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART. DECORATORS,

from Shanghai, has reopened their
 FURNITURE STORE

at

No. 35, DES VIGNE ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Pinn and other leading Establishments in the Colony, for whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1905.

KWONG BANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Furs, Gowns, cloth, Fancy and Piece Goods, &c.

Latest styles of Ladies' Dresses and Gentlemen's shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1905.

Intimation.

Powell's

Ladies' Outfitters,
ALEXANDRA
BUILDINGS.NEW
GOODS
NOW ON SHOW.GOLF
JERSEYSWhite,
Navy,
Cardinal,
from \$5 each.White and Pale Blue,
White and Navy,
White and Myrtle,
White and Red,
from \$5.25 each.

Splendid Value.

COSTUMES

Latest Styles,
Well Cut,
Smart,
from \$30 each.DAINTY
TAILOR-MADE
SKIRTSSerge,
Tweed,
Voile,
Cloth,
and Flannel,
from \$9.50 each.Powell's
HONGKONG.

Hongkong, 31st December, 1906.

To Let.

TO LET.

No. 8, D'AGUIAR STREET,
suitable for
SHOP AND DWELLING
HOUSE,at present occupied
by
Messrs. K. A. J. CHOTIRM
MAIL & Co.,
who will shortly remove
to
No. 64, QUEEN'S ROAD
CENTRAL.

Apply to—

K. A. J. CHOTIRM & CO.
Hongkong, 12th November, 1906. [43]

TO LET.

THE Premises known as No. 199, WANCHAI
ROAD, now occupied by Messrs. Macdonald
& Co.'s Engineering Works. Possession, 1st
February, 1907.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 4th January, 1907. [81]

TO LET.

No. 1, WEST END TERRACE, Shameen,
Canton.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 10th December, 1906. [67]

TO LET.

"RANFURLY" CONDUIT ROAD.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIFON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 14th December, 1906. [65]

TO LET.

A HOUSE in KNUITSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st July, 1906. [66]

TO LET.

2 FOUR-ROOMED HOUSES at PRAYA
EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.
Hongkong, 2nd January, 1907. [77]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Vaux Road Central,
(formerly occupied by Messrs. Shawan, Tomes
& Co.

Apply to—

HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1906. [71]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD.
No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [88]

XMAS! XMAS! XMAS!!!

Do not make your Xmas Purchase before
you seeA. CHAZALON & CO.,
6, Queen's Road Central.Who have just received the Finest As-
sortment of ENGLISH and FRENCH
CONFECTIONERY from the best makers
of London and Paris.

ALSO

A large Variety of LIQUORS, BOR-
DEAUX PORT, SHERRY, WHISKY, &c.,
&c., from the most renowned houses in France
and other foreign countries.

Hongkong, 10th December, 1906. [49]

THE U.S. CONSUL GENERAL
AT YOKOHAMA.

IMPORTANT INTERVIEW.

The United States Consul-General at Yoko-
hama, Mr. Henry B. Miller, returned to his
post by the Pacific Mail liner *Siberia* on the
25th ultimo, and subsequently granted an in-
terview to a representative of the *Japan*
Advertiser, who wished to obtain at first-hand
a refutation of the extraordinary views on the
Far Eastern question so glibly ascribed to Mr.
Miller by imaginative *Frisco* scribes, and
subsequently telegraphed round the world.The Consul-General, who was looking very
"fit" after his furlough, said with reference
to the bloodthirsty "interview" which made him
represent Japan as having her guns already
trained, so to speak, on California: "The
report was wholly fictitious. No representative
of the *Advertiser* (the paper which first published
the interview) ever called upon me, and
whilst representatives of other papers did send
up their cards, I declined absolutely to be
interviewed and spoke to no reporters, either
publicly or privately, on the subject. As soon
as I discovered that the alleged interview had
been telegraphed East, I at once wired to the
State Department stating that the whole thing
was fictitious and did not represent my views
and that I had refused all interviews. The
explanation seemingly satisfied both the De-
partment and the President. I do not suppose
anybody really believed that I gave out such
statements publicly, though they might think
that I had said something like them, whereas
they are at variance with anything I have ever
said or thought, let alone given public expres-
sion to.""Do you recollect the gist of the remarks
you made at the State University?""Very well. I addressed the university on
the 7th instant on the subject of the commercial
and industrial development of Japan, and I
stated that, unless our Government took more
active steps in the building up of a merchant
marine than now seemed probable, the mer-
chant marine of Japan would soon dominate
the Pacific, and that she had a strong purpose
and desire to develop that marine and her
manufactures to such an extent as to become
the England of the Orient; and that she was
making very rapid strides in that direction.
These remarks had no reference whatever to
Japan's naval policy.""What, Mr. Miller, was your personal con-
nection with the school question?"My connection with the question was simply
one of investigation so that I might be in a
position to advise our Ambassador of the true
local situation and conditions, but I was not in-
any way asked by the Government or by the
State Department to make investigations, and
had no interest in the matter except to ascer-
tain the local spirit and understanding of it.
The Board of Education claim that the univer-
sal demand of the citizens of San Francisco is
voiced in their policy, but I am in no way pre-
pared to say whether this is so or not. It is
not my business to do so. The attitude on the
part of the Board seemed to be without feeling
or prejudice and I personally saw no signs of
physical hostility to the Japanese. I should
like to say that I do not sympathize in any way
with a spirit that would tend to create discord
or trouble between the two countries. Of
course the entire school system of San Fran-
cisco is upset. No, I never saw the segregated
school and could not express any opinion even
if I had. The Board of Education informed
me that they had not excluded the Japanese
from any schools except the grammar and
primary grades, and that Japanese were still
admitted into the high schools and night
schools, as before. The change complained
of was made only in the primary and gram-
mar schools because, as they claimed, there
was a very great discrepancy between the ages
of the Japanese and foreign students, and that
there were probably more Japanese attending
the night than the day schools, which shows
that the feeling is not so intense or along the
line of prejudice, as we have been led to think."With regard to the prospects of San Francisco
and the date of her reconstruction, Mr. Miller
was wholly optimistic and laughed at the idea
that twenty-five years would be required to
rebuild the city. He pointed out that there
was a superabundance of money, because the
insurance companies had already paid up 90
per cent. of all policies and money was actually
being sent East. Plasterers and bricklayers
were getting eight dollars gold a day, and
building was ahead at a terrible rate."There is an immense amount of labour,"
added Mr. Miller, but such is the demand that
there is still an inadequate supply all over the
Pacific Coast. The entire coast is on a wonder-
ful up grade and the demand for labour is
enormous. Seattle is building up mar-
vellously; Portland and Los Angeles have grown
remarkably. There is a wave of marvellous
development. As an indication of the prevail-
ing spirit, I may mention that Seattle raised in
a single day 500,000 dollars (gold) towards the
great Exposition of 1909, and is going to sub-
scribe altogether a million dollars thereto. A
very significant and interesting feature of the
subscription was told me by a gentleman con-
nected with it, viz., that the Japanese subscrip-
tion in proportion to the population was the
greatest of all, which shows something of the
spirit which animates these people in their com-
mercial relations with that part of the world.
Throughout Oregon and Washington there ap-
peared to be no objection whatever to the at-
tendance of the Japanese in the public schools,
and no friction whatever exists."The pressure of Consular business and the
presence of many other visitors anxious to see
the Consul cut short this *bona fide* interview at
the above point, and the *Advertiser* represen-
tative reluctantly withdrew.

WHY THE BOERS HELD OUT.

A SECRET REVEALED.

A homeopathic doctor, Mr. John Schmidt, of
Nylstroom, Transvaal, who was attending
doctors on the Nylstroom commando, under
the command of Grobbelaar, throws some interest-
ing light on inside conditions in the Boer
camp."It may surprise many people," he said in
an interview, "to learn that, during the war, the
Boer Government bought, and the forces com-
mandeered, large quantities of Dr. Williams' pink
pills, which formed one of the leading
medicines in the chest supplied to the com-
mandos. Being with the Nylstroom com-
mando, I have seen many cases where they
have restored men worn out and run down by
the rough life, bad food and frequent wetting;
Rheumatism was particularly prevalent in the
camp, and I have given Dr. Williams' pink
pills to many a poor fellow who thus obtained
relief.""I have been a homeopathic practitioner in
the Transvaal for twenty years," the doctor
continued, "and I am well-known in Rusten-
burg, Zeerust and Nylstroom. For eight years
I have watched the progress of Dr. Williams' pink
pills in numerous cases that have come
under my notice, and from what I have seen I
have every confidence in recommending them
for anemia, indigestion, rheumatism, paralysis,
liver disorder, and the ailments of women."There is evidence on record from all parts of
the civilised world that Dr. Williams' pink
pills will cure diseases arising from a run down
condition of the blood or nerves. They can be
obtained at most shops where medicines are
sold, and also from the Dr. Williams' medicine
co., Cavanagh Bridge, Singapore, six bottles
for eight dollars or one bottle for one dollar
and a half post free. There is no doubt that
the Boers owed much of the vitality shown in
the field to the strength received from this
medicine. [13]

Notices of Firms.

CANADIAN PACIFIC RAILWAY
COMPANY.
NOTICE.IN conformity with telegraphic instructions
received from the HEAD OFFICE the
undersigned assumes charge of the Company's
business at China Ports from this date, in
succession to Mr. D. E. BROWN, transferred.
D. W. CRADDOCK,
General Traffic Agent for China.

Hongkong, 1st January, 1907. [72]

NOTICE.

I HAVE this day admitted Mr. GEORGE
ANDREW HASTINGS as a Partner in
my business, and the same will from this date
be carried on under the style of "HASTINGS &
HASTINGS."JOHN HASTINGS,
Solicitor, 38, Queen's Road Central.

Hongkong, 1st January, 1907. [73]

Intimations.

WANTED.

A TEMPORARY CLERK, Non-Chinese,
Good at Figures.

Apply—

SECRETARY,
DAIRY FARM CO., LTD.
Hongkong, 5th January, 1907. [87]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts);
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

STEMSEN & CO.

Hongkong, 10th January, 1907. [54]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds ofJAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.

At Moderate Prices.

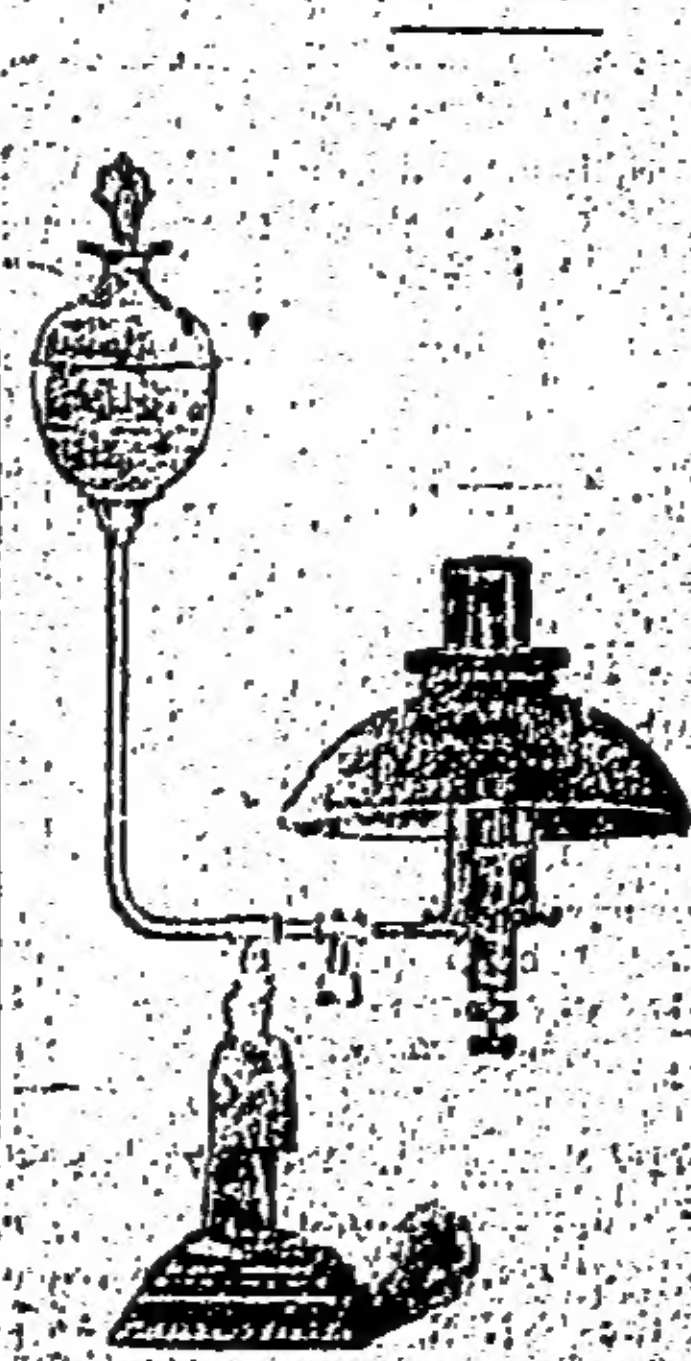
Orders Promptly Executed.

No. 5, ARSENAL STREET.

Hongkong,
Hongkong, 28th April, 1906. [52]

For Sale.

FOR SALE.

WELSHACH'S
IN-DOOR &
OUT-DOOR
4-LIGHT
GAS & ARC
LAMP,
Do. BOXED
LIGHTS,
Do. HARP
LAMP,
Do. MAN-
TLES, CHIM-
NEYS, GLO-
BES, SHA-
DES, &c., &c.,
and ALL THE
LATEST GASOLINE
LAMP of all
descriptions
from best
makers.
NAPHTHA
the best kind
for GASO-
LINE LAMP
and GASO-
LINE EN-
GINES, kept
in stock.

TAN KWONG CO.,

100, Des Vaux Road Central.
Hongkong, 2nd January, 1907. [51]

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.STEAMER S. S. SAIGON
SINGAPORE, BATAVIA
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
PORT SAID, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN and BLACK SEA PORTS.

The S.S. "YARRA"

Captain Seller, will be despatched for
MARSEILLES TO-MORROW, the 8th
January, at 4 P.M.This Steamer connects at Colombo with the
Australian line s.s. *Ville de la Ciotat* bound for
Marseilles via Bombay and Aden.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows—

S.S. SALAZIE 22nd January.

S.S. OCEANIE 5th February.

S.S. TOURANE 19th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th January, 1907. [10]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.FOR TRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH

AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN and SOUTH AFRICAN PORTS.)

THE Steamship

SIMLA.

Captain C. D. Goldsmith, carrying His Ma-
jesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 12th January,
1907, at Noon, linking Passengers and Cargo
to the above Ports in connection with the Com-
pany's S.S. *China*, 8,000 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.Silk and Valuables, all Cargo for France
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed by the S.S. *Oceania*, due in London
on the 3rd February, 1907.Passage tickets received at this Office until
10 A.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to—

E. A. HEVETT,
Superintendent.

Hongkong, 31st December, 1906. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KORE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing.

Lyra 4,417 H.C. Armstrong 12th Jan.

Shawmut 9,506 E. V. Roberts 5th Feb.

Trenton 9,506 T. W. Garlick 16th Feb.

P. Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. *Shawmut* and *Trenton*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures security
of sea. Electric fan in each room.
Bayer's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to—

DODWELL & CO., LIMITED
General Agents.Queen's Buildings,
Hongkong, 7th January, 1907. [72]

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK

S.S. "SATSUMA" 19th January, 1907.

S.S. "SIKH" 9th February.

For Freight and further Information, apply
to—DODWELL & CO., LIMITED
Agents.

Hongkong, 26th December, 1906. [64]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED.ON
WEDNESDAY,
the 9th January, 1907, at 3 P.M., at No. 4,
Queen's Road Central.A LARGE ASSORTMENT OF
SILVER AND IVORY WARE.

Comprising—

SILVER BOWLS, CUPS, POWDER
BOXES, CARD CASES, VASES, SALT
CELLARS, BUCKLES, HAT PINS, &c., &c.

ALSO

A quantity of CARVED IVORY FIGURES,
PHOTO FRAMES, &c., &c.

AND

A number of SILK-EMBROIDERED
RED PILLOW, TABLE and CUSHION
COVERS.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 3rd January, 1907. [70]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,
the 23rd January, 1907, commencing at 3 P.M.,
on Board the "Rambler," the following—
H.M. Surveying Vessel

"RAMBLER."

Single Screw, Composite hull, Copper
Sheathed.

Displacement 835 tons.

Indicated Horse Power 650 N.D.

Extreme Length 163 ft. 3 in.

Extreme Breadth 23 ft. 6 in.

Built 1880.

Engines Compound Surface
Condensing, Horizontal,
by Alder.Propeller One Giffith's Gun
metal.Boiler Three Cylindrical
Direct Tubular.

Load on Safety Valves 60 lbs.

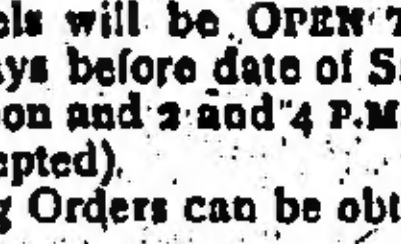
Distilling Condenser Two Normandy's
Single No. 10 distilling 2,500 gallons
of water per 24 hours.Late Twin Screw Gun Vessel, 605 tons,
Composite hull, Copper Sheathed.

Length 155 ft. 0 in.

Breadth 25 ft. 0 in.

To be sold as they now lie in Hongkong
Harbour, with all Fittings, &c., on board.A list of Fittings, &c., to be sold with H.M.S.
"Rambler" may be seen at the Office of the
Naval Store Officer, H.M. Naval Yard.The Admiralty will not be responsible for
any errors in description of Ship, Fittings,
Stores, &c.The Vessels will be open to inspection
for seven days before date of Sale, between 10
A.M. and Noon and 2 and 4 P.M. (Saturday and
Sunday excepted).Inspection Orders can be obtained from the
Auctioneers.TERMS—Cash before delivery; 25 per cent.
of the purchase money to be paid on the fall of
the hammer, balance and the clearance to be
effected within 7 days after date of sale.HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 28th December, 1906. [1250]

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.

General Agents, Hongkong.

LIQUEURS.

L. R. ZET & CO., BORDEAUX.

Special Brands.

Apricot Brandy ... \$2.50 Per Bottle Quarts.

Blackberry Brandy 2.50

Cherry Brandy 1.75

Cherry Whisky 1.60

Cognac 2.75

Imperial Orange

Brandy 2.75

Mandarin Brandy 2.50

Peach Brandy 2.50

BARRETTO & Co.

No. 22 & 24, Bank Building,
Queen's Road Central,
Hongkong, 2

Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CHAMPAGNE

DE

ST. MARCEAUX
& CO.

REIMS

1898 Vintage.



VIN BRUT AND VERY DRY.
Per Case 1 doz. quarts.....\$18.00
2 doz. pints..... 50.00

A. S. WATSON & CO., LIMITED,
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 4th January, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, at his Home (Room 1), and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., but to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On January 3, at Soochow, the wife of the Rev. PALMER CLISBY DU BOISE, of a son.

MARRIAGE.

On December 31, at Shanghai, EDWARD MORDEN, son of late W. Collett Reynolds, of Great Yarmouth, England, to ETHEL, eldest daughter of the late A. A. Holmes, of Bristol, England.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 7, 1907.

THE CLUB LUSITANO.

Without attempting to infringe on the legal questions that have still to be disposed of in the Lusitano Club case—which filled our columns last week—we would briefly refer to the admirable advice offered by the Chief Justice to the disputants in the matter. From their point of view we may trust that the battle has been fought to an issue and the sword once more returned to its scabbard. We have no desire to enter into the merits of the case, but every disinterested observer must admit that the parties concerned have had a very full ventilation of their respective views, which were ably expounded by counsel on each side, followed by a most sensible suggestion by the Chief Justice. We assume that the advice which Sir Francis Figgott thought right to offer will be acted upon, and that the unhappy state of affairs, which has led to this internecine struggle will terminate long before the four months' grace has been allowed to elapse. Viewing the situation as one of general interest to residents in the Colony, for the institution undoubtedly represents, and will, we hope, continue to represent, the national interests of the large Portuguese community settled in Hongkong, we sincerely trust that the Club, which, as Sir Henry Berkeley remarked had a high place in the historic features of the island, will be preserved for the benefit of its members and of the voiceless section of the community it represents. Hence, we urge with the judge that the differences, which seem to us to be really trivial and of no moment, be sunk once and for all, that the spirit of reconciliation be manifested, and that, if necessary, arbiters be appointed to find a *modus vivendi* in order to preserve the Club Lusitano which otherwise must inevitably be destroyed. There is no doubt that the financial aspect of the situation, as the Chief Justice most readily perceived, be overcome by the ingenious suggestion offered by Mr. Pollock that a trust fund be inaugurated to administer the receipts derived from the bar in order to overcome the requirements of the Spirit Licensing Act. Apart from the underlying influences which probably prompted the litigation, that appears to be the crux of the matter and the rock on which the parties split. The practical questions once arranged to the mutual satisfaction of the controversialists, it should be a simple affair, and thoroughly in harmony with the spirit of reconciliation, to clear the way for a fresh start in the history of the Club. With this object we might venture to suggest that in the interests of the Portuguese community that most estimable gentleman the Consul-General for Portugal, Mr. A. G. Romano, should be approached and asked to allow himself to be re-elected a member of the Club. It would be a further act of grace on the part of the Club members if they adopted our suggestion, which is offered with the utmost diffidence but entirely in that spirit of reconciliation which we advocate, if they elected Mr. Romano chairman of the committee of that institution. In advancing this idea we certainly cast no reflections on the work performed by Mr. J. M. de Castro Bastro, the present chairman of the committee, who, we fully believe, will interpret the true meaning of the proposition and will be equally glad with ourselves to see Mr. Romano once again within the precincts of the Club and holding office as a director of the Club's economy. On the other hand, Mr. Romano, we feel certain, if he entertained any degree of umbrage at the action of a former directorate, for which the present members cannot be held responsible, would surely be only too willing to let bygones be bygones and re-enter the comity of his people, so to say, and assuming the duties of the office which they, we venture to believe, will tender for his acceptance as the best indication of his willingness to rejoin the Club Lusitano. In this spirit of reconciliation we offer the above suggestions, and trust that, long before the four months allowed by the Court have been permitted to expire, independent arbiters shall have been appointed by both parties to arrange the differences in question, and a middle course discovered whereby neither party will feel aggrieved, and the friendly feelings which formerly prevailed once more securely and permanently established.

LOCAL AND GENERAL.

The Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending December 22, 1906, amounted to 22,766.71 tons and the sales during the same period to 13,900.14 tons.

Mr. C. A. D. Melbourne was the only magistrate to preside at the Police Court to-day, Mr. F. A. Hazland being still indisposed in the Government Civil Hospital. We understand he is suffering from lumbago.

PRIVATE information has been received in the Colony that Mr. Basil Taylor, who was lately appointed Harbour-master of Hongkong, will arrive in the Colony at the end of February, to take up his new appointment. Mr. Taylor was assistant Harbour-master and is now at home on leave.

REFERRING to the "Coastwise" freight market, Messrs. Wheelock & Co., of Shanghai, write on the 3rd inst. as follows:—This market is also pretty much in the same state as at last time of writing. There is no demand worth speaking of in any direction, whilst tonnage seeking employment is plentiful and likely to remain so until next March.

A CHINESEMAN, Chan Yau by name, was arrested at Wanchai at one o'clock, this morning, on a charge of being a rogue and vagabond. He was found by a lagoon loitering about the stairway of No. 102, Queen's Road East and when asked his business said he was looking for a friend. He was arraigned before Mr. C.A.D. Melbourne, later, at the Police Court, and the case was remanded to allow the police to make further inquiries.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Cheung Shau	...	\$18.10
Medical Supply Association, Edin.	...	9.15
Mrs. Ma Pul	...	6
Miss Armour	...	4
L. Gibbs	...	10
K. E. & A. Telegraph Co.	...	50

THE "HITACHI-MARU."

NEW N.Y.K. STEAMER IN PORT.

This morning the latest addition to the Nippon Yusen Kaisha fleet—the *Hitachi-Maru*—arrived from Japanese ports en route for London and Antwerp. Launched in September last at the Mitsui Bishi Dockyard, Nagasaki, she is now on her maiden voyage to the Occident. She is commanded by the genial commander, Captain Townsend, and is a very attractive vessel. The *Hitachi-Maru* is 445 ft. long, 52 ft. beam (three feet more than ships of a similar class in the N. Y. K. fleet), 33 ft. in depth, with a tonnage of 6,716, a displacement of 10,900 tons and capacity for about 8,000 tons of cargo. Her triple-expansion engines give her a speed of 15.6 knots, with a coal consumption on the official trials of 1.4 lb per horsepower. There is accommodation for 51 first-class passengers, 28 second-class, and 150 intermediate.

To turn to more general details, the *Hitachi-Maru* must be described as a model passenger ship. All the first-class cabins are fitted with ventilators, electric fans, bells, and lights, and each cabin has two large portholes which can be opened in any weather, being protected by boat-deck. The gangways from the cabins to the saloon are particularly light and airy, being lit by glass skylights which can be opened in the hot weather. The saloon is large and comfortable, and while cosily heated by steam-pipes in cold weather can be made refreshingly cool by opening several large portholes facing the head of the ship, and numerous skylights at the side, while large electric fans are also fitted. In the saloon is a Broadwood piano, in satinwood, and writing-tables and bookcases.

On the grand staircase leading from the deck to the saloon is a superb specimen of Japanese cut-velvet work. The picture represents Mitsukuni, a famous daimyo, and at age time Deputy-Shogun, viewing the plum-blossom at Nito, in Hitachi province. The decorative scheme on this staircase and in the saloon is white and gold, and is very effective.

The second-class accommodation, which is situated aft, is also very good. The cabins in this part of the ship are four-berths, and there is a comfortable saloon and good promenade-deck for the use of second-class passengers. In both classes the bathroom and lavatory accommodation is all that could be desired, being fitted in the latest style. Ample accommodation is provided for intermediate passengers also.

From the saloon-deck a cosy smoking room on the boat-deck is reached by a stairway without the necessity of going outside, an advantage which will be appreciated in wet or windy weather. The smoking-room, upholstered in green morocco and fitted with the usual small card-tables, is tiled with patent rubber mosaic, and is fitted with electric fans and lights and with an excellent view obtainable from the windows forms a very snug compartment. On the same deck are the captain's quarters and the chart-room, the former being designed and furnished on a lavish scale. In addition to the usual fittings on the bridge there is a patent telephone connecting with various parts of the ship, and a binocular with a patent clamping apparatus for use at night when taking bearings of stars. Clayton's patent fumigating and fire-extinguishing apparatus is also installed on board, and sulphur fumes can be carried to any part of the hold to kill rats, extinguish fire, or for ordinary fumigating purpose. A long and close inspection of the *Hitachi-Maru*, says the *Japan Chronicle*, shows her to be a really first-class vessel for passenger and freight trade between Europe and the Far East, and the Nippon Yusen Kaisha is to be congratulated on the ownership of such a steamer, Captain Townsend on having the command, and the Mitsui Bishi Company on having built in Japan such a steamer on first-class Western lines.

Captain Townsend was for some years in command of the *Shimada-Maru* and has as chief officer on his new ship Mr. F. H. Fegen, late of the *Shimada*; second officer, Mr. B. Higashi; and Messrs. Kawachi and Masui as chief engineer and purser respectively.

FIRE AT TAI-KOK-TSUI.

RAILWAY SHEDS DESTROYED.

Approximately \$10,000 damages was done on Saturday afternoon last by a fire which broke out in a shed belonging to the Kowloon-Canton Railway, at Tai-kok-tsui. The flames started in a shed which was used as an office and were first seen by a watchman who turned in the alarm. Being of inflammable material, the shed burnt quickly and the fire rapidly spread to the adjoining matcheds. Soon after the alarm was given the European staff of the Cosmopolitan Dock, together with their firefighting appliances, turned out and commenced work to quell the flames. During the preliminary stages of the conflagration it was feared that at the rate the fire was spreading and the contrivances of the wind, Tai-kok-tsui village and the oil tanks in the vicinity would be wiped out. The heat was intense, but the Dock employees stuck to their work and directed their only hose at the fire. Some time later the fire-engine and firemen from Yau-mai Police Station put in an appearance and co-operated with the Dock hands to save the village and a nearby shed which was said to contain valuable goods. In this they were successful, and by 7.30 o'clock the fire was totally extinguished, after several sheds and a quantity of timber had been destroyed. The origin of the fire is unknown.

A FATAL accident occurred on the river at Shanghai on the 1st inst. As John MacDuff, third engineer of the C.N.S. *Shanai*, recently transferred from the C.N.S. *Shanai*, was walking aboard his ship at Watung Wharf about 5 a.m. he overbalanced when crossing a narrow plank and fell into the river. He sank immediately and though every effort was made to save him, it was without success and the body has not yet been recovered.

S.S. "KWONGCHOW"

SUCCESSFULLY RAISED AND BEACHED.

After considerable labour, the s.s. *Kwongchow* was successfully raised on Friday and was towed by the Norwegian salvage steamer *Protector* to a temporary mooring at the Western end of the harbour. Yesterday, at 2.30 p.m., the *Kwongchow* was again taken in tow and transported from her temporary moorings to Lai-chi-kok Bay, and there beached in two feet of water. Arrangements for docking this salvaged vessel have not, of course, yet been completed, but inquiries at the offices of the owners elicited from the general managing director, Mr. Chau Siu Ki, the information, that the *Kwongchow* will, in all probability, be turned over to the capable hands of the Hongkong and Whampoa Dock Company's staff, in order that they may effect the necessary repairs. We congratulate both the owners of the vessel and the expert salvage party on the *Protector*, the former for the recovery to the Company of this fine and popular steamer, and the latter for the very creditable work done. We hope soon to see the *Kwongchow* back on her Canton run again.

CANTON DAY BY DAY.

THE VICEROY'S BIRTHDAY.

[From Our Own Correspondent.]

Canton, 4th December.
It is reported that numerous valuable birthday gifts have been received by H.E. Viceroy Chow Fu, from his many friends here and elsewhere, including presents from H.E. Yuan Shih Kai, Viceroy of Chihli, and H.E. Tuan Fang, Viceroy of the Liang Kiang, on the occasions of the birthday celebrations on the 7th inst.

AMERICAN BOYCOTT.

A telegram has been received here from Hangchow stating that the anti-American Chinese Exclusion Society there has held a meeting and has manifested vigorous feelings against the American Boycott question.

MID-CHINA FAMINE.

Having received several telegrams from Kiangnan asking earnestly for contributions to the relief funds to assist the sufferers from the recent floods there, the Canton authorities have appropriated twenty thousand taels from the Sin Hau Kuk, (Reorganisation Department) and have transmitted this sum to Kiangnan for the purpose of relief.

YUET-HAN RAILWAY.

Wong King Fong, vice-president of the Yuet-han Railway Company, has received a despatch from the Canton Railway Bureau asking him to present himself at the Company's office on the occasion of the inspection of the accounts of the Company. On receipt of the despatch he at once called on H.E. the Viceroy and asked H.E. for instructions in regard to the matter.

AN ENORMOUS DEFICIT.

On going through the accounts of the different departments H.E. Viceroy Chow has found a deficit of close on 10,000,000 taels, for which no account could be shown. H.E. has wired to H.E. Viceroy Shun, asking for particulars as to how this amount has been expended during the ex-Viceroy's term of office.

THE SCHOOL SPORTS.

Canton, 5th January.
Yesterday the athletic sports in connection with the Canton schools and colleges took place at the Eastern parade ground. The weather being very fine, there was a large attendance; among those present were Admiral Li Chun, Provincial Treasurer Wu and many other leading officials. The officials and some gentlemen kindly subscribed a good sum of money as prizes and presented other prizes to winners of the different events. Five rounds of sport were on the programme, but only three of them were finished by 4 p.m. and prizes were then distributed to the successful competitors. There were several large matches erected alongside the parade ground providing seats for the spectators, who were admitted by tickets which were sold at 30 cents each. The students appeared very active throughout the day. They assembled on the grounds early in the morning and were not dispersed until nearly 6 p.m.

AMERICAN BOYCOTT.

The second meeting of the Canton Boycott Association was arranged to take place in the Kwong Chai Hospital on the 4th inst., but at 4 p.m. on that day Ma Tat Son, the released boycott leader and president of the association, was sent for, by the Nambai Magistrate and was detained at his yamen. It is reported that his detention was ordered by H.E. the Viceroy. Ma Tat Son is one of the three boycott leaders who were put in custody last year, by order of the ex-Viceroy Shun, and was released only about a month ago at the request of the gentry and the students.

TO AVOID CALLERS.

It is reported that on the next few days H.E. Chow will proceed to different places on a tour of inspection, so that he may avoid a lot of trouble in receiving his friends and subordinates who are likely to call on him on account of his birthday.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow afternoon. Among the orders of the day appear:—Minute by the Medical Officer of Health relative to the erection of a public latrine on the triangular portion of land at the junction of Des Vaux Road West and Connaught Road West.

Minute by the Assistant Medical Officer of Health relative to the line-washing of the houses at Kowloon City and Sham Shui Po.
3. Report by a Select Committee on the Colonial cemetery by-law.
4. Letter from the Dairy Farm Company relative to the desirability of separating the various dairies in the Colony as far as possible.

A LUNATIC AT LARGE.

ENTERTAINMENT FOR THE MULTITUDE.

High jinks were the order of the day in Des Vaux Road, when a strange Chinaman took it into his head this morning that he was a bantam rooster and a peripatetic vendor of "hot air" rolled into one. His address to his constituents was a great event and was punctuated by frequent outbursts of loud applause. So successful were the proceedings that people brought stools to "stand upon" in order that they might see over one's another's head. The crowd swarmed into the middle of the street, dislodging our excellent service of trolley cars. The cynosure of all eyes, as our youngest reporter would say, enforced his remarks by violent windmill gesticulations, and if any cynic in the audience made an interpellation he was promptly squelched by the gentleman leading the harangue. It was a most popular entertainment, the people climbing lamp-posts and hiring the windows opposite in order to hear the immortal address. A lunatic, who, curiously enough, happened to be in the vicinity, came along and decided that he was face to face with a lunatic. He had never dealt with a lunatic before, so he hastily pulled out his manual of instructions to see what should be done in such a case. "In case of fire ring up No. 15." That was no good. "In case of drowning roll the patient on a barrel." Neither was that of any use. He closed the manual with a bang and started to clear the crowd. The people edged away but a flying individual passed within reach of the lunatic, who promptly grabbed him and held on for all he was worth. The captive struggled and squirmed like an eel in a fog. He nearly lost his queue in the process. Meanwhile the lunatic had cleared the street and came up to the pugilistic pair. The lunatic's attention was distracted for a moment and he let go his hold of the frightened coolie. He latter grasped his liberty with both hands and two feet and spectators could not see him for dust. Thereupon the lunatic fell on the *lukong's* neck and nearly broke his vertebrae. Taken to the Central Station the row he created caused five European policemen, who had been slaking their morning's thirst with a concoction of adulterated water, to wander into the charge-room and inspect the new guest. He was saved.

"What's yer name?"
"I'm going to France. Are ye comin'?"
"What's yer name?" repeated the inspector in his best Scotch.
"I'm going to—"
"Ay, ay," interrupted the inspector in his finest cross-examining officialism. "That winna dae."

The interpreter at the Station thought it was time for him to have a look in and he began in the same old strain.
"Look here, my man, ye'd better give your name at once," in choice Cantonese.

The prisoner shocked the audience by shouting: "I want a drink."
"A drink! What of? Water?"
"No, not water. And don't you try tea either."

Nothing doing in the tea line, so a happy inspiration seized a European constable.
"Take him to the water tap."

They did so and astonished his internal economy to such an extent that his organs are likely to be permanently deranged. He looked at the tap and tried a gargle. He spat out the water with such vigour that two constables standing by were soaked. But they determined to do their duty loyally. They not only gave the visitor a drink; he nearly got a bath. Why did he want a drink? It may be asked. His answer was

"I've been speaking so much that my tongue's skinned."
That infirmity was speedily cured once and for ever. The inspectors gave up the task of trying to get his name. He is now a lodger at the Royal Lunatic Asylum.

JAPANESE PLASTERER ROBBED.
LIGHT-FINGERED GENTLEMAN CAUGHT.

Li Sze, unemployed, of no fixed place of abode, who gave the police to understand that he only arrived in Hongkong a few days ago, was before Mr. C. A. D. Melbourne, at the Police Court, to-day, on a charge of stealing a silver watch and chain, valued at \$14, from the person of Taniaro Marayama, a plasterer, residing at No. 55, Connaught Road Central, yesterday.

At about four o'clock yesterday afternoon, according to the complainant, he went for a walk. He was wearing a sleeveless rain-coat with a cape, under which was his silver watch and chain. While he was passing the Chinese recreation ground, in Hollywood Road, he felt a jerk at his waistcoat, and on looking round saw a coolie flying down the road. He looked for his watch and finding that gone pursued the coolie, whom he caught up some distance down the road. The coolie still held the watch and chain in his hand, and the Jap was about to release the thief, after getting back his property, when a district watchman, who had seen the robbery, arrested the coolie and asked the Jap to accompany him to the Station and lay a charge against the coolie. This was done. The defendant admitted the offence and was sentenced to fifteen days' gaol.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 7th at 12.05 p.m.—The depression lying over the N. part of the Sea of Japan yesterday, has moved into the Pacific.

The barometer has fallen again over China, particularly in the North. Probably another depression has appeared over S. Manchuria. Pressure is highest between the E. coast of China and W. Japan. It is low, apparently, to the South of the Philippines Archipelago.

Gradients are slight to moderately, and moderate monsoons may be expected in the Formosa Channel, and fresh monsoons over the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.E. wind, moderate to light breeze.
2.—Formosa Channel, N.E. winds, moderate.
3.—South coast of China between Hongkong and Lamochi, same as No. 2.
4.—South coast of China between Hongkong and Hainan, same as No. 2.

TELEGRAM

"HONGKONG TELEGRAPH" SERVICE.

"DISASTROUS FIRE AT SHANGHAI."

CENTRAL HOTEL ANNEXE GUTTED.

GUESTS LOSE ALL THEIR PERSONAL EFFECTS.

[From Our Own Correspondent.]

Shanghai, 7th January, 11.40 a.m.

A disastrous fire broke out in Shanghai yesterday evening, resulting in the total destruction of the Central Hotel Annexe.

When the alarm was given the Fire Brigade was engaged in extinguishing a fire which had occurred at a building in the Sinza district.

The seriousness of the hotel fire was communicated to the Brigade and a detachment of the firemen was despatched to the scene.

The residents in the Annexe were promptly apprised of their danger, and they left the building in such a hurry that few were able to save any portion of their personal effects.

Although the alarm was given at 6.10 p.m. the members of the Fire Brigade were still busy fighting the flames at midnight.

It is understood that the building was insured for 60,000 taels.

BEWARE OF THE BICYCLE THIEF.

LOST MACHINES AT KOWLOON.

It will be of interest to those persons residing at Kowloon and particularly to Kowloonites who own bicycles to learn that there is a gang of thieves wandering around the peninsula whose main object is to steal bicycles. The police have so far failed to break up the gang, but with a steady look-out, as they are keeping now, perhaps something will be done in the course of a week or so. During the past fortnight four reports have been made to the Tsim-tai-tai police of bicycles having been stolen during the absence of the owner for a few minutes. It had been the custom of the thieves for a time to select men's bicycles, but apparently they have undergone a change in their taste. Last night they gave a Kowloon lady a surprise, for when she went to get her machine she found it had vanished. Kowloon cyclists, we will not say all of them, but the majority, have been in the habit of leaving their machines at the ferry wharf and journeying across to Hongkong, transacting what business they have, and returning to Kowloon and riding home. This habit is entirely in favour of the bicycle thief, who takes his chance as soon as it is offered, for of the four bicycles stolen all were removed from the stand near the "Star" ferry wharf. That the thieves will be careful how they dispose of the machines is clear, and that they will alter the appearance of each machine so that the owner will fail to recognise it again, before sale, is a certainty. It then behoves Kowloon cyclists to be careful where they leave their machines unguarded in the future.

A COOLIE, who said he was Lam Tin Po, residing at No. 7, Wai Tak Lane, was arraigned before Mr. C. A. D. Melbourne, at the Police Court, this morning, on a charge of stealing nineteen pieces of brass fittings, at West Point, yesterday. The complainant was a rich man, builder carrying on business at No. 397, Queen's Road West. For some time past the complainant has been victimised by some person who was in the habit of stripping the brass fittings from his rickshaws. He kept a sharp look-out and yesterday was in time to see defendant leaving his rickshaws with a bundle, containing brass fittings, under his arm. Accused had nothing to say and was sent to gaol for fifteen days.

SHIPPING AND MAILS.

MAILS DUE.

English (*Arcadia*) 9th inst., 3 p.m.
American (*China*) 11th inst.
Australian (*Taiyuan*) 11th inst.
German (*Manila*) 15th or 16th inst.

The s.s. *Hokanlawen* left Shanghai on 6th inst., at 2 p.m., and may be expected here on 9th inst.

The Jap-China Japan Line s.s. *Tsushima* left Kobe for this port on 5th inst., and may be expected here on 14th inst.

The P. & O. S. N. Co.'s s.s. *Arctica* left Singapore for this port on 11th inst., at 5 a.m., with the outward English Mail, and is due here on 9th inst., at 3 p.m.

The C. P. & O. s.s. *Empress of India* arrived at Yokohama at 8.30 a.m. on 7th inst. and leaves again at noon same day for Kobe, where she is due to arrive at 10 a.m. on 8th inst.

TELEGRAMS.

(Reuters.)

Bulgaria.

LONDON, 4th January.

All the railway men in Bulgaria have struck, delaying the international traffic, but being Engineer reservists, the strikers will be called out to-day to take their own places on the lines.

The Visit of the Amir.

The Amir has made a State entry into Peshawar.

Later.

German Politics.

Prince Buelow's manifesto is unfavourably criticised in the German Press; the Conservative especially object to being invited to ally themselves with the Radicals, and the latter are equally displeased at the lecturing tone of the Chancellor, who enjoins them to mend their ways and to join the Conservatives against the advance of the Socialists. The only party which is pleased with the manifesto is the National Liberals.

A China Society Formed in London.

A China Society has been formed in London for the study of the Chinese language, literature, and history. A series of lectures is projected, and the Chinese Minister will read a paper at the opening meeting on the 28th inst.

Russia and Japan.

The correspondent of the *Times* in St. Petersburg says that during the absence of the Japanese Minister a commission has been investigating the exact significance of the terms "rivers" and "inlets" in the Portsmouth treaty, and it is probable that a decision will be reached satisfactory to Russia and Japan. It is understood that Russia is willing to renew the Commercial Treaty of 1895, and to grant the privileges of conference as with other nations under the most-favoured-nation clause of recent treaties.

British Naval Ports.

5th January.

The Admiralty has issued a notice to mariners intimating the possible closing of the naval ports at home and abroad at night during manoeuvres, or in the event of strained relations with any Power.

U. S. COURT FOR CHINA.

On taking his seat on 2nd inst. at the U. S. Court for China in Shanghai his Honour Judge L. R. Willey approved the minutes of the Court held on December 17.

His Honour then said—Pursuant to the Rule announced at the opening of the Court on December 17 that American attorneys wishing to practise in this Court must first stand an examination and furnish certificates of good moral character, eight gentlemen took examination on Monday, December 4. The result of the examination was that six of the applicants failed and two made sufficient marks to entitle them to be enrolled. These two gentlemen, Mr. T. R. Jernigan and Mr. Stirling Fessenden, also furnished certificates of good moral character accompanied by testimonials from many of the leading citizens of Shanghai and from some of the most prominent officials of the States from which they come. Their testimonials were of the very highest order. These gentlemen will now come forward and take the oath of office.

Messrs. Jernigan and Fessenden took the oath and signed the roll of attorneys.

His Honour continued—Certificates have been presented by two foreign practitioners—Messrs. N. C. M. Home and G. D. Musso—Mr. Home of the British Court and Mr. Musso of the Italian Court. These gentlemen furnished the necessary certificates under the Rule and they will be enrolled and entitled to practise in this Court. I have received a communication from a number of candidates for admission to the Bar who have failed, asking permission to finish the business they now have in hand. This request is not without merit and has received careful consideration by reason of the interests of the clients represented by these gentlemen, as well as their own interests. The records of this Court, however, disclose the fact that the number of cases is not large in which the gentlemen alluded to appear as attorneys. In view of all the facts I have reached the conclusion that less hardship and confusion would result from the observance of the Rule from the outset than from postponing the date when it shall come into operation. Hence no lawyer will be permitted to practise in this Court except those who have complied with reference to admission to practise. I will now call the list of cases that are pending now for the purpose of having the prisoners arraigned and having the cases set down for trial.

SHANGHAI SHARE MARKET.

BRIGHT CHINESE ANTICIPATION.

In their weekly report under date Shanghai 3rd inst., Messrs. J. A. Sullivan & Co. make the following interesting observations:—Last year's final settlement dragged over three days with disastrous results to many risk operators, who will in future confine themselves to smaller speculations to the advantage of every one. The business done since the last issue of our circular consists mainly of closing entries for the big clearance and the rates speak for themselves. We open the new year with bright anticipations among the Chinese that trade will be good and there are sanguine prospects that prosperity will follow because of the plentiful supply of money, which demands employment in the settlement, and the ever increasing credit among native dealers in all ranks of commerce.

TURF TOPICS.

Now that each day brings us nearer and nearer to race days, and the excitement which usually accompanies the New Year holidays has evaporated, work on the turf is becoming more interesting and attracting greater attention every morning. Those enthusiasts, who are able to give the early bath and meander in the direction of the race-course in the "stillness of the night," while ordinary people are hugging the bedclothes, find their real reward in the running of the various ponies which are being trained for the forthcoming meeting.

I append for the benefit of your readers some "times" taken during the past week:—

On Wednesday morning last: Mr. J. E. Gresson's spotted and Mr. Forester's pony negotiated half a mile in 1.08.

Mr. Hunter's sub., a mile and a quarter, 3.05.

Mr. Hough's and Mr. Williams's subs, half mile, 33.107.

Mr. Mody's black, one mile, 36.107, 1.48 1/5, 2.22 1/5.

Mr. Marshall's (Amoy) two Derby griffins, three-quarters of a mile, 38.112, 1.48.

Mr. Jupp's sub., half mile, 34.107.

Hon. Mr. Gresson's two Derby griffins, one mile, 2.40.

Dr. Jordan's sub., three-quarters of a mile, 1.51 1/5.

Mr. Master's Blue Nile, half mile, 35.109.

Mr. White's sub., three-quarters of a mile, 1.43.

Mr. T. Chater's sub., three-quarters of a mile, 32.13.

Mr. Stewart's sub., three-quarters of a mile, 39.1.8, 1.55.

Mr. Humphreys' sub., three-quarters of a mile, 1.51.

On Saturday morning there was a very large attendance around the rails before daybreak had dawned, when the following times were registered:—

Mr. Master's Blue Nile, three-quarters of a mile, 1.44, last quarter 33.

Mr. Macdonald's Highland Dumping covered a mile in 2.23 1/5, last quarter 34.

Dr. Jordan's sub., one mile, 35.112, 1.50, 2.22.

Mr. Macdonald's Whitewash, one mile, 36.115, 1.52, 2.25.

Mr. Mody's two Derby griffins were sent over the half-mile course. The chestnut negotiated the distance in 1.09 and the grey in 1.10.

Mr. Mackie's sub., three-quarters of a mile 1.44.

Messrs. Jupp's and Humphreys' subs, three-quarters of a mile, 1.47 1/5.

A TURF ENTHUSIAST.

S.S. "WONGKOL" ASHORE.

"ROBERT COOKE" PROCEEDS TO HER ASSISTANCE.

It is somewhat remarkable that, while most occurrences have their epidemic, it is not often that one hears of an epidemic of shipwrecks. But for the past month or two the world has been startled with the news of wrecks, both serious and of no account, which are too fresh in the memory of all to need recapitulation. And now comes the news of the stranding of the N. D. L. s.s. *Wongkol*, which has for some time past been on the Hongkong and Bangkok run, near Cape Varella. Inquiries at the office of the agents of the stranded steamer, made this morning, elicited no further particulars, but later we learned that the tug-boat *Robert Cooke* has been chartered and will leave for the scene of the wreck tomorrow at noon, to tow the s.s. *Wongkol* off. It is not believed that the latter vessel has sustained any very serious damage, and she is in no immediate danger.

A BICYCLE THIEF.

SWINDLING A POLICE CONSTABLE.

A native youth, nineteen years of age, the son of well-to-do parents, for whom the police have been after for months, was arrested at West Point, on Saturday afternoon, by Inspector Collett's men. The charge against the lad was that of larceny and fraud. It was alleged that he stole a bicycle and obtained \$25, under false pretences, for the machine from Police Constable Glendinning. On the 27th May last year the youth went to the Dragon Cycle Depot in D'Aguilar Street and rented a machine for a couple of hours. He never returned with the machine. What he did was this: Immediately after securing the machine, he and a couple of wild youths, repaired to a restaurant at West Point and ordered "chow." When the time for payment arrived some one had the money and when the waiter spoke of the police station the lad in question left the bicycle as security for payment. He did not return to the restaurant for a couple of days. Then the restaurant people became suspicious and took the machine to No. 7 Police Station and told Inspector Collett the story. Thinking perhaps that something had kept the "owner" of the machine away the inspector told the restaurant people to keep the machine for a few more days, hoping by that time the owner would turn up. All this time, it may be mentioned, the manager of the Dragon Cycle Depot made no report to the police that he had lost a bicycle. However, the morning following the visit of the restaurant people to the police station, the "owner" of the machine called at the eating house, paid the bill, and removed the machine. On the 7th June, about a month later, the youth, while out riding the machine, met Policeman Glendinning and after conversation with the latter offered to sell him the machine. The machine, having had no care since the time it left the bicycle shop presented a most dilapidated appearance, and the policeman, being acquainted with the youth, offered him \$25 for the bicycle, which the lad accepted, and so the bicycle changed hands. Some time after that the tyre became punctured and it was while in a Chinese bicycle shop, undergoing repairs and general overhaul, that it was recognised by Mr. Marican and claimed. P. C. Glendinning promptly handed back the machine to Mr. Marican, and steps were taken to arrest the young rogue, which came about on Saturday, as stated above. The boy practically pleaded guilty to the two charges and was sentenced to six weeks' imprisonment with hard labour.

SUGAR REFINING IN JAPAN.

GREAT DEVELOPMENTS.

The sugar-refining industry in Japan has made much progress in recent years. The principal factors that have brought about the development are attributed to an increased consumption in the country, the increasing demand abroad, the effect of tariff legislation, and protection of the industry in Formosa. Despite the opinion which was expressed to the contrary, in some quarters, optimistic views seem to be generally entertained amongst those who are concerned in the business as to the future of the industry. Hitherto the large sugar manufacturers in Japan have been the Nippon Seiseto Kaisha, of Tokyo, the Nippon Seito Kaisha, of Osaka, the Daiichi and the Formosa Seito Kaisha. Their total capital up to last year, did not exceed Y9,500,000. The first and second companies mentioned above have since amalgamated and the capital has been increased from Y5,500,000 to Y12,000,000. The Formosa company has also increased the capital of Y1,000,000 to Y6,000,000 while the Daiichi concern is contemplating taking a similar step and bringing up its capital to Y4,000,000. The capitalisation of these companies will stand thus:—

	Before	After
Nippon Seiseto	Y5,500,000	Y12,000,000
Daiichi Seito	3,000,000	4,000,000
Formosa Seito	1,000,000	5,000,000
	Y9,500,000	Y21,000,000

Thus, the capital of the three existing companies has been more than doubled within a short space of time. Turning to the starting of new companies, the following are the leading ones:—

	Capital
Yokohama Seito	Y1,500,000
Ono Seito	5,000,000
Nagoya Seito	1,000,000
Tosa Seito	2,000,000
Meiji Seito	5,000,000
	Y14,500,000

Besides these, there are several other smaller sugar manufacturing companies that have been established or are under project with a capital under Y1,000,000, but these have been left out of account. When the increased capital of the old and the capital of the new companies are put together a total is formed of Y26,000,000, which, compared with the capitalisation of Y6,500,000 at the end of last year, shows an increment of 370 per cent. The condition of the sugar industry in Japan, as judged by the amount of capital invested, is as follows:—

	Un-refined	Refined
1899	Y1,268,884	2,59,000
1900	2,59,000	2,737,800
1901	2,737,800	3,485,500
1902	3,485,500	2,710,300
1903	2,710,300	3,561,800
1904	3,561,800	4,932,800
1905	4,932,800	10,064,700

As shown above, the industry has made nearly treble progress during the last three years as far as the capital is concerned, and though no doubt much of the capital is invested in fixed property such as plant and buildings there can be little question that the manufacturing capacity has been materially augmented. The importation of foreign sugar from 1900 to 1904 is shown below:—

	Brown	Refined
1900	209,178	195,390
1901	328,182	264,265
1902	178,446	85,366
1903	394,985	97,352
1904	338,921	71,553

The gradual decrease in the importation of refined sugar as shown above and the increase in brown is manifestly the result of the progress of the Japanese industry.—*Japan Chronicle*.

SIR JOHN JORDAN.

It is with a feeling of unqualified satisfaction, says the *N. C. D. News* of 4th inst., that we learn that Sir John Jordan, hitherto Minister ad interim to the Chinese Court, has received the substantive appointment and is now confirmed as British Minister in Peking. Only a few months have elapsed since Sir John Jordan assumed the acting appointment, but in this short time he has given ample evidence of the wisdom of his selection for the post. With an intimate knowledge of China and her affairs he combines a broad-minded and sympathetic grasp of British interests in the Far East in all their variety and ramifications. Considerable allowance, it is now generally recognised, has to be made for the exigencies of modern diplomacy and our own community in Shanghai would be the last to expect the impossible from his Minister in Peking. If things do not always fare as well as it might with him in diplomatic hands, it will be able to console itself with the reflection that all is possibly in the circumstances will have been done, while its interests are confided to Sir John Jordan's care. The new minister is handicapped by entering upon his duties at a time when all diplomacy finds difficulty in making headway with the Chinese Government. The expectations raised by the reorganisation of the Boards and the attempt to define ministerial responsibility at present show no signs of being realized. But somewhere in the background, there are indications that the leaves of a new dispensation is working; and we can but hope that the recognised tact and ability of our new representative as well as the honesty and straightforwardness of British policy in the Far East will appeal to the better sense of an enlightened China.

THOMAS JUNG, a missionary on his way to China, and at present working in harmony with the "Children of God" at the Church on Seventh Avenue, between Pine and Olive streets, Seattle, was arrested on Nov. 25 by Policemen Wright for keeping a "bolsheroic" house. The officer's attention was drawn to the church after 10 p.m. by the noise that was coming from it, and upon investigation found that there were several people under hysterical influence, and among them a number of children were rolling on the floor. He warned Mr. Jung, who was in apparent charge of the meeting, that he would have to stop the noise or be arrested.

JAPANESE AND FOREIGN STEAMSHIP COMPETITION.

MORE FREIGHT RATES LOWERED.

Since the Nippon Yusen Kaisha opened its Bangkok line upon the conclusion of the late war, several Japanese steamship owners have seen, in the direction of the South Sea Islands, Rangoon and Saigon, a new field for their operations. According to vernacular contemporaries, says the *Japan Chronicle*, the quantity of Rangoon rice contracted for importation into Japan amounted to about 700,000 tons, of which 50,000 tons have already been brought over. Early next year ten large steamers, between 3,500 and 5,500 tons, will be sent to ship the remainder of the rice, and the Osaka Shosen Kaisha also intends to send steamers with a similar object. Hearing of this, Messrs. Jardine, Matheson & Co., Messrs. Butterfield & Swire, and other foreign firms, who have hitherto almost monopolised the steamship service in that quarter, are, according to vernacular reports, prepared to run in competition and these companies have lowered the freight rates from about 40 sen to 35 sen per picul. At present the Japanese steamer *Kanjo Maru* is engaged in the transport of rice between Saigon, Singapore, Hongkong, Manila and Canton, and four or five Japanese steamers are going out to trade in the neighbourhood of Java and Sumatra, while great activity of Japanese steamers is promised before long in the Malay Straits and vicinity.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$49, Hongkong \$340, China \$93, HK, C. & M. Steamboats \$291, China and Manilla \$213, Hongkong Docks \$146, Kowloon Wharves \$95, Hongkong Lands \$108, Humphreys Estate \$111, Cements \$21, Electric \$151, Ice \$230.

Sellers:—Douglases \$37, Shell Transports 30%, Raubs \$91, Shanghai Wharves Tls. 105, West Points \$50, Hongkong Cottons \$13, China Borneo \$10, China Providents \$92, Ropes \$22, Powells \$8.

Sales:—Hongkong Banks \$825, London \$96.10, Hongkong Docks \$145, China Providers \$92.

Nominal:—Union Insurance \$760, Canton Insurance \$2974, Indo-China \$85, China Sugars \$125, Shanghai Wharves Tls. 242, Hotels \$121, Dairy Farms \$161, Tramways \$215, China Light and Powers \$10, A. S. Watsons \$72.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/3 1/2
Do. demand	2/3 5/16
Do. 4 months' sight	2/3 11/16
France—Bank T.T.	112.86
Germany—Bank T.T.	55 1/2
India T.T.	168 1/2
Do. demand	167
Shanghai—Bank T.T.	73
Singapore T.T.	31 1/2 prem.
Japan—Bank T.T.	111 1/2
Java—Bank T.T.	137

Buying.

4 months' sight L/C.	2/3 1/2
6 months' sight L/C.	2/4
30 days' sight San Francisco & New York	56
4 months' sight do.	57
30 days' sight Sydney and Melbourne	2.44
4 months' sight France	2.01
6 months' sight "	2.02 1/2
4 months' sight Germany	2.38 1/2
Bar Silver	32 5/16
Bank of England rate	6 1/2
Sovereign	8.77

OPTIM QUOTATION.

To-day's quotations are as follows:—

	Per picul
Malwa New	@ 800/820
" Old	@ 830/850
" Older	@ 790/800
" Oldest	@ —
Patna New	@ 88 1/2
" Old	@ —
Benares New	@ 800
" Old	@ —
Persian (Paper)	@ —

To-day's Advertisements.

NOTICE.

By order of the Board of Directors I have this day handed over the management of the Local Branch of the DEUTSCH ASIATISCHE BANK to Mr. F. JUNG.

H. SUTER,

Manager.

Hongkong, 7th January, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamer.

"KWONG TUNG" 1,128 H. W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey—\$5 (Servant excluded). Meals—\$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 7th November, 1906.

To-day's Advertisements.

PUBLIC AUCTION.

At the Undersigned's Sales Room,
2, Zealand Street,

ON

SATURDAY,

12th January, at 2.30 P.M.

A SPECIAL SELECTION

of
VERY RARE OLD PEKING
CURIOS.

On view Friday.

Catalogues will be issued.

TERMS:—As usual.

F. KIENE,

Auctioneer.

Hongkong, 7th January, 1907.

S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Matapan* and *Dordogne*, from Havre ex s.s. *Dordogne*, and from Bordeaux ex s.s. *President Laroche*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 14th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th January, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 14th January, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th January, 1907.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 9th instant, at 9.30 A.M.

All Claims must reach us before the 15th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 3rd January, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ, COLOMBO

AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the

Intimations.

XMAS! 1906! XMAS!

SWEETS, FONDANTS, MARRONS GLACES,
FRENCH, ENGLISH AND SWISS
CHOCOLATES AND BON-BONS.

Liqueurs of the most renowned French Brands.

CHAMPAGNES, BURGUNDIES AND
CLARETS

OF THE CHOICEST VINTAGES.

Before making your purchases you should inspect
our stock.

A. CHAZALON & CO.,

69, QUEEN'S ROAD CENTRAL.

Hongkong, 20th December, 1906.

NOTE, WRITING AND BOOK PAPERS,

BY THE QUIRE OR REAM.

The Celebrated Wiggins Teape & Co.'s "3009"
Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to
match, in boxes.

For samples and prices,

Apply at—

THE "HONGKONG TELEGRAPH" OFFICE,

1, Ice House Road.

Hongkong, 7th December, 1906.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	821.50	—
	19.00	—
	16.00	—
WHISKY, PALL MALL	19.00	—
JOHN WALKER	12.00	—
C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 15th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADODRIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	£125	£125	£1,000,000 £10,000,000 £250,000 £12,735 £150,000	£7,12,472	£1.15/- @ Ex. 2/6 = £16.47 for first half year 1906	54 1/2	£22 1/2 London 2 1/2
National Bank of China, Limited	00,015	£7	£6		£74,999	£2 (London 3/6) for 1905		£49
MARINE INSURANCE.								
Antion Insurance Office, Limited	10,000	£250	£50	£1,075,000 £200,000	£233,638	£20 for 1905	61 1/2	£207 1/2
North China Insurance Company, Limited	10,000	£15	£5	£110,000 £100,000 £10,000	£18,559	Final of 7/6 making 15% for year ended 30/6/1906	6 1/2	£18 3/4
North China Insurance Society of Canton, Limited	10,000	£250	£100	£700,000 £400,000 £300,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 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